

Master Plan Amendment #2017-0002

Old Town North Small Area Plan and Urban Design Standards Guidelines

Issue: Consideration of a request to amend the City's Master Plan to adopt the Old Town North Small Area Plan and Old Town North Urban Design Standards and Guidelines	Planning Commission Hearing:	June 14, 2017
	City Council Hearing:	June 24, 2017
Staff: Staff: <i>Planning and Zoning</i> : Karl Moritz, Director; Nancy Williams, Assistant Director; Jeffrey Farner, Deputy Director; Carrie Beach, Division Chief NPCD, Heba ElGawish, Urban Planner; Jose Ayala, Urban Planner; Katherine Carraway, Urban Planner; Mary Catherine Collins, Urban Planner; Ashley Labadie, Urban Planner; Catherine Miliaras, Principal Planner; <i>Office of Historic Alexandria</i> : Garrett Fesler, Archaeologist; <i>Office of Housing</i> : Helen McIlvaine, Director; Brandi Collins, Housing Program Specialist; Lucinda Metcalf, Housing Analyst; <i>Recreation, Parks and Cultural Activities</i> : Diane Ruggiero, Deputy Director; Jack Browand, Division Chief; <i>Transportation and Environmental Services</i> : Yon Lambert, Director; Carrie Sanders, Deputy Director; William Skrabak, Deputy Director; Steve Sindiong, Principal Planner; Katie North, Principal Planner; Lalit Sharma, Division Chief; Khoa Dinh Tran, Environmental Program Manager; Erin Bevis-Carver, Civil Engineer.		

CITY COUNCIL ACTION, JUNE 24, 2017: City Council approved the Planning Commission recommendation with an amendment on page 98, #17, to read as follows: Evaluates the feasibility to converting Montgomery Street and there will be a good faith effort to work with the community on issues that were discussed during the public hearing.

PLANNING COMMISSION ACTION, JUNE 14, 2017: On a motion by Commissioner Wasowski, seconded by Commissioner McMahon, the Planning Commission voted to initiate Master Plan Amendment #2017-0002. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Wasowski, seconded by Commissioner Lyle, the Planning Commission voted to adopt the resolution and recommend approval of Master Plan Amendment #2017-0002 and the Old Town North Urban Design Standards and Guidelines with the following amendments:

- 1) Add the following sentence to Chapter 2, Section 2.3.I (P.34) and as a footnote under Figures 2.08 and 2.09 on P.36 and P.37):
"The FAR and height recommendations shown in Figures 2.08 and 2.09 do not include any FAR and/or height bonuses that the site may be awarded through the development review process."
- 2) Modify Figure 2.07 site #10 on P.35 to include the entire city block located at

901/909/919 N. Washington Street.

- 3) Incorporate the staff proposed changes as outlined in the Memorandum to the Planning Commission dated June 8, 2017, which include the following:

a. Add new recommendation to Section 2.5 VI. Zoning and Land Use

As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.

b. Revise recommendation #2 in Section 3.4 Housing Recommendations

Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined in the Plan will not preclude the potential use of Section 7-700.

c. Revise recommendation #17 in Section 5.9

Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street, loading for existing business and future development will be evaluated and addressed.

d. Revise recommendation #21 in Section 5.9

As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.

e. Revise recommendation #12 in Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030.

f. Add new recommendation to Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

Explore the development of district energy systems for heating and cooling on the former power plant site that take advantage of local renewable energy sources.

including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

g. Replace recommendation #13 in Section 6.3, III Energy and Green Building, B. Energy Use

~~*Encourage the use of alternative energy sources including, but not limited to, solar and wind power throughout the plan area.*~~

Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources.

h. Add new recommendation to Section 6.3, III Energy and Green Building, B. Energy Use

Strive to achieve carbon neutral buildings by 2030.

i. Revise Urban Design Standards and Guidelines #1 Chapter 4, Section 4.3 E

All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

The motion carried on a vote of 7 to 0.

Discussion:

Commissioner Wasowski who is the Chair of the Old Town North Small Area Plan Advisory Group praised the Advisory Group and staff on their effort to engage the community in the planning process which generated a lot of input and ideas. The Commissioner recommended approval of the Draft Plan to the Planning Commission.

Commissioner Brown asked whether the regulatory incentive for Arts and Cultural Anchors outlined on P.30 of the Plan would preclude the use of affordable housing density bonus under section 7-700. Staff responded that the provision of the arts and cultural incentives as outlined in the Plan will not preclude the potential use of Section 7-700.

Commissioner Brown recommended adding the following language to Section 2.3.I on P.34 and as a footnote under Figures 2.08 and 2.09 on P.36 and P.37:

“The FAR and height recommendations shown in Figures 2.08 and 2.09 do not include any FAR and/or height bonuses that the site may be awarded through the development review process.”

The Planning Commission expressed their agreement to add Commissioner Brown’s suggested language to the Plan.

Commissioner Lyman asked staff to elaborate more on the conversion of Montgomery Street from one-way to two-way given the community’s concern about the changing traffic pattern.

Staff stated that the Montgomery Street conversion is critical to the success of retail along that corridor. Staff explained that the conversion of Montgomery Street would include a number of improvements, especially at the intersection of N. Washington Street such as left turn lanes at that intersection and modifying the intersection of Powhatan and N. Washington Street to become right-in/right-out only. Staff stated that with the proposed improvements, the traffic study showed that Montgomery Street would continue to operate at an acceptable Level of Service.

Commissioner Wasowski pointed out that the curb to curb width of Montgomery Street is the same as King Street which has a lot of businesses. Commissioner Wasowski also acknowledged that there are issues on Montgomery Street that are problematic now that can be solved regardless of the Street conversion.

The Commissioners discussed the June 8, 2017 staff memorandum in response to a number of letters and correspondences that Staff and the Planning Commission has received. Commissioner Wasowski and staff explained that a number of comments made have either been already addressed in the Plan or are elements that staff believe will be addressed through the Development Special Use Permit process, therefore, staff did not recommend an update to the plan based on those comments. The Planning Commission recommended that the proposed amendments outlined in the Memorandum dated June 8, 2017 from the Director of Planning and Zoning, Karl Moritz, be incorporated into the plan.

The Planning Commission discussed the letter from the Armed Forces Benefit Association (AFBA) dated June 5, 2017. The Commission recommended revising Site #10 shown in Figure 2.07 to depict the entire block as a potential redevelopment site.

Commissioner Koenig praised the excellent quality of the Plan and the distinctive level of planning between the established portion of Old Town North and the conceptual framework for the former power plant site. Commissioner Koenig stated that the ideas for open space along the rail corridor and the former power plant site have a big chance of being successful. Another creative aspect that Commissioner Koenig pointed out is the illustrated connection between Second Street and Tidlock Park through Transpotomac Plaza.

Commissioner Lyle stressed the importance of flexibility for the former power plant site and the Design Standards and Guidelines.

Commissioner McMahon concurred that it was evident how inclusive the community process was to create a Plan with the necessary details to weave together the existing neighborhood with its sense of place and the former power plant site -- a place that does not exist today, whole cloth. Commissioner McMahon agreed that the Plan goes beyond the design of spaces by highlighting elements such as the community's identity around the arts and creative spaces for users.

Commissioner Lyman added that the Plan is a result of a high level of community engagement and collaboration. Commissioner Lyman stated that the Plan furthers the organic growth and the progress that Old Town North has made under the 1992 Plan. Commissioner Lyman also stated

that the Plan strikes a good balance between preserving the Old Town nature of the plan area while encouraging appropriate future growth. Finally, Commissioner Lyman expressed her excitement for the prospect of an Arts District.

Speakers:

1. Mary Catherine Gibbs a member of the Old Town North Small Area Plan Advisory Group and property owner representative for NRG spoke in support of the Master Plan amendment. Ms. Gibbs mentioned the robust community engagement effort that occurred over the planning process which resulted in a Plan that provides a vibrant vision for Old Town North. Ms. Gibbs highlighted that the Plan follows the Planning Commission and City Council's direction that the Old Town North Small Area Plan follow two distinct areas for planning; the established Old Town North area which is a vibrant mixed-use neighborhood and the power plant site. Ms. Gibbs stressed the importance of having a higher level of planning for the power plant site that looks at the site from a conceptual level with guidelines and principles that will be applied when redevelopment for that site is proposed. Ms. Gibbs added that this higher level of planning also provides flexibility on the power plant site to achieve an economically sustainable framework to ensure that future redevelopment of the site is possible.
2. Deborah Raouls Dewey, a resident of Old Town North and the President of the Rivergate Homeowners Association, expressed appreciation for the City and the Advisory Group's efforts to establish a balanced development growth and quality of life for Old Town North residents. Ms. Dewey expressed her endorsement of the Plan on behalf of the Rivergate Association highlighting a number of elements that can be improved upon. Ms. Dewey expressed concern over the recommendation to change the traffic pattern on Montgomery Street from a one-way operation to a two-way operation citing that it would increase traffic generated by the number of businesses on that street. Ms. Dewey explained that the dead end nature of Montgomery Street at the Rivergate Park forces a number of drivers to drive through the private streets within the Rivergate community to get to Madison Street. Additionally shuttle buses and loading trucks serving the Canal Center offices double park on Montgomery Street which causes additional congestion. Ms. Dewey recommended that the Planning Commission not approve the conversion of Montgomery Street from one-way to two-way at this time and table this recommendation until the Edens project is operational and the impacts of that development are better understood.
3. Tom Soapes, a member of the Old Town North Small Area Plan Advisory Group and President of NOTICE expressed the civic association's support of the Old Town North Small Area Plan with a number of concerns. First, NOTICE expressed concern over the conversion of Montgomery Street from one-way to two-way especially between N. Saint Asaph Street and N. Washington Street where there are loading conflicts because there is currently no designated loading space for the businesses that exist today. Mr. Soapes also expressed concern over the bicycle facility that is recommended on Madison Street. Mr. Soapes believes that the street is too narrow to include a bicycle lane. Mr. Soapes also

mentioned that the intersection of Slaters Lane at the George Washington Memorial Parkway is problematic and the community is concerned that the redevelopment of the former power plant site would exacerbate this situation. Mr. Soapes said that the overall draft Plan reflects the findings of the survey that NOTICE conducted in 2014 and the community's priority for Old Town North to become a vibrant mixed-use community. Finally, Mr. Soapes stressed the importance of implementation and that design will be a key factor as development comes forward.

4. Kenneth Wire of McGuire Woods spoke on behalf of Carr City Centers and Austin Flasjer who is a member of the Old Town North Small Area Plan Advisory Group. Mr. Wire expressed Carr's support of the Plan as is currently drafted which they believe reflects community interests. Mr. Wire expressed Carr's support of the Montgomery Street conversion from one-way to two-way which would allow more access in the plan area and will contribute to the viability and success of retail.
5. Engin Artemel, resident of Rivergate and a member of the Old Town North Small Area Plan Advisory Group, commended the staff and Commissioner Wasowski on their effort in creating the land use and design guidelines. Mr. Artemel expressed support for the Old Town Small Area Plan, however, he also expressed concern over the conversion of Montgomery Street. Mr. Artemel suggested reevaluating the conversion of Montgomery Street after the Edens project is completed. Mr. Artemel also suggested that if the street is to be converted to two-way that the City should explore adding a third lane at the intersection of Montgomery Street and N. Washington Street to improve the turning movements at that intersection.
6. Jeff Strup is a member of the Old Town North Small Area Plan Advisory Group and represents the American Real Estate Partners (AREP) owners of the Canal Center office buildings. Mr. Strup expressed his support of the Plan including the conversion of Montgomery Street from one-way to two-way. Mr. Strup explained that it is currently very difficult for office tenants and employees to access the Canal Center site given the one-way nature of Montgomery Street. Mr. Strup stressed that accessibility to Canal Center is critical to the success of the four office buildings and that converting Montgomery Street to two-way is important for the long-term viability of these office buildings.

I. OVERVIEW

The 1992 Old Town North Plan created a planning foundation for the future of the neighborhood. Twenty-five years later, the proposed Plan refreshes the community vision based on updated planning tools, updated design standards, a new focus on environmental sustainability, changes in the market and economic conditions, and changes in the way we move. The 2017 Plan sets a new 25-year vision with implementation recommendations in the short-, mid-, and long-term.

This Plan is about stitching the fabric of the neighborhood together – building on its existing qualities while creating recommendations for future redevelopment ranging from small infill sites at 20,000 square feet to the former power plant at 20 acres. The Plan sets a broad framework for redevelopment of the former power plant site and recommends limited and strategic changes to the area outside of the power plant site – only about 15% of the Plan area – to meet the Plan objectives for affordable housing, retail, office retention and attraction, arts and cultural uses, multimodal transportation, and urban design. (see Figure 1)

With the leadership of the Old Town North Advisory Group and with robust community participation, the Plan lays out a framework that builds on the community's many strengths while enabling new development to become a 21st century model of urban planning – a pedestrian-focused neighborhood linked to the rest of the city through a diverse public realm network and a system of multi-modal transportation options. [The Plan](#) and the accompanying [Old Town North Urban Design Standards and Guidelines](#) create a comprehensive blueprint with implementation strategies to guide future improvements within Old Town North.

Key Elements of the Plan

- Achieve a mix of uses that balances residents and workers to facilitate day and evening activity, as well as thriving commercial uses. (*p. 13*)
- Focus retail in concentrated areas. (*p. 24*)
- Retain and attract arts and cultural uses with a designated arts district and regulatory incentives. (*p. 26*)
- Provide amenities and strategic zoning amendments to retain and attract commercial uses. (*p. 31*)
- Establish land uses and building heights compatible with the neighborhood. (*p. 40*)
- Elevate the importance of design excellence through design standards and guidelines. (*p. 44, see also Urban Design Standards and Guidelines*)
- Provide a range of housing opportunities affordable for a diverse population, and welcoming at all stages of life and to households at various income levels. (*p. 54*)
- Create a variety of passive and active open spaces with an additional 7 to 10 acres of new public parks. (*p. 63*)
- Create a mix of uses and options for pedestrian, cyclists, and transit offering a lifestyle that is independent of automobiles. (*p. 78*)
- Enhance the public realm to promote pedestrian comfort and safety. (*p. 78*)
- Establish a conceptual framework for the redevelopment of the former power plant site.

- Emphasize environmental sustainability and performance measures focused on the priorities of water quality, stormwater, green infrastructure, energy and green building. (*p.101*)
- Promote sustainability in the redevelopment of the former power plant site with a goal of carbon neutrality by 2040. (*p. 108*)
- Celebrate Old Town North's history through creative interpretive strategies within future redevelopment sites, parks and open spaces. (*p. 116*)

II. DISCUSSION

Zoning and Land Use

The Plan recommends a number of zoning and height changes, including use of bonus density, to achieve placemaking and economic development objectives such as: a balanced mix of uses, retail retention and expansion, arts and cultural focus, creation of new affordable housing and preservation of Alexandria Redevelopment and Housing Authority (ARHA) -owned housing through their redevelopment into mixed-use communities, and office retention and attraction. The CRMU-X zone is recommended for eight sites throughout the core area. These sites will retain and expand affordable housing, provide desired ground floor retail or arts and cultural uses, enhance the streetscape and tree canopy, improve the public realm, and strengthen connectivity to the waterfront. Some building height changes are also recommended in strategic locations with appropriate transitions to adjacent lower scale development. (see Figure 2)

The CRMU-H zone is recommended for the Canal Center site with a height increase of up to 120 feet for the three northern buildings in order to support the retention and possible expansion of office uses in the plan area. Development on Canal Center including additional building square footage and heights are subject to the National Park Service Settlement Agreement.

The Plan also recommends a text amendment to the CDX zone in which the residential uses would be allowed up to 100 dwelling units per acre and a maximum of 2.0 Floor Area Ratio (FAR) similar to the requirements provided for Printers Row and Abindgon Row developments. This text amendment will make the CDX zone requirements consistent throughout the plan area.

Finally, the Plan recommends converting Montgomery Street from a one-way, west bound operation to a two-way operation. This conversion will both slow down vehicle traffic, making the corridor safer and more welcoming to pedestrians, and increase access and connectivity from Washington Street to the waterfront to support retail and commercial uses along Montgomery Street, the Plan's identified retail corridor (see Figure 3).

Arts and Cultural Uses

Building on the existing art uses within Old Town North, the Plan proposes an Arts Corridor and Arts District with corresponding regulatory incentives to encourage future arts and cultural uses. One of the recommended incentives allows the square footage of new space dedicated to arts and cultural uses on the ground floor to be excluded from the maximum floor area permitted for the development site. The second incentive allows additional density to development sites if title is

given at no cost to arts and cultural anchors such as theaters, arts schools, or music venues. These incentives are available to sites located within the Plan's recommended Retail and Arts Corridor, thereby concentrating retail and arts and cultural uses within walking distance of one another. Clustering like uses is essential for their success, builds on the arts identity of the neighborhood, and develops the area's creative economy. To implement the incentives recommended, an Arts and Cultural District will need to be established under Virginia Code.

Open Space

The Plan takes advantage of the opportunity for additional open space offered by the redevelopment of the former power plant site. Conversion of the rail corridor along the western edge of the power plant to a linear park not only provides four acres of additional open space, but allows for a new separated pedestrian and bicycle trail and improved connectivity to the existing trails along West Abingdon Drive and the waterfront. Incorporating the existing rail tracks into the new linear park will help to preserve the area's industrial heritage. (see Figure 4)

An additional two to four acres of expanded public open space along the waterfront on the former power plant site creates an opportunity to widen the current trail access between the site and the Potomac River, improving the connection between the planning area and Daingerfield Island. The open space will include a range of active and passive uses, varied landscape character and, most importantly, opens the waterfront to residents and visitors. (see Figure 5)

Additionally, the potential redevelopment sites identified in the core planning area provide opportunities for urban parks, private and public open space, and rooftop open space. The amount and location of open space within each block will be determined as part of future development review. The Plan recommendations will result in 7 to 10 acres of added public open space within the Plan area.

The Plan also offers a range of strategies for substantially increasing the tree canopy in the Old Town North neighborhood, from 13% to 23%, as well as supports the City's Neighborhood Parks Improvement Plan and related recommendations to enhance existing parks and programming in the area.

Former Power Plant Site

The Plan lays out a conceptual framework for the redevelopment of the 25-acre industrial site, recognizing that redevelopment of the former power plant site will require extensive demolition and remediation that will involve substantial time and resources to implement the Plan vision. The conceptual framework for the former power plant site includes extending the existing street grid into the site, and establishing a range of public open spaces including a 2 to 4 acre expanded waterfront public open space and 1 to 2 acres of recreational open space adjacent to the existing rail corridor. The illustrative layout for the former power plant site aims to create urban scale blocks that are pedestrian friendly and expand access and views to the Potomac River. (see Figure 6)

The Plan also recommends that any re-configuration of the existing substation include efforts to reduce its footprint and provide architectural and landscape screening. The proposed streets, open spaces and substation comprise a significant portion (58%) of the 25.4-acre site. In addition to the required public open space, there will be additional open space provided on each block.

The recommended Coordinated Development District (CDD) zone and range of heights for the former power plant site supports the Plan's vision to extend the mixed-use character of Old Town North into that site and attract innovation uses that will build on Old Town North's and the City's creative economy. The CDD is a zone established for large areas that require on-going coordination for elements such as streets and parks as part of the redevelopment. The implementation of the CDD zone will involve multiple layers of review and approval process(es) including CDD Concept Plans, application for a Development Special Use Permit (DSUP), compliance with the Old Town North Urban Design Standards and Guidelines and the approval of a Transportation Management Plan (TMP) to encourage the use of alternative modes of transportation. The implementation tasks for the former power plant site assume a 6- to 10-year redevelopment timeframe (see Chapter 8, Implementation Matrix).

Design Standards and Guidelines

Parameters for density and land use alone will not result in a cohesive and high-quality redevelopment or a place that brings lasting value to the City. It is essential that as redevelopment occurs, buildings, open spaces, proposed streets and new public spaces be held to the highest design standards. The Design Standards and Guidelines, which are consistent with the City's Complete Streets Design Guidelines, ensure that the vision and recommendations of the Plan are implemented and that the redevelopment of the former power plant and other sites provide high-quality architecture, urban streetscapes, adequate public spaces and parks and environmental features.

To highlight the more than three centuries of Old Town North history, the Plan also includes a Historic Interpretation Guide. As well as complying with the Design Standards and Guidelines, the Guide provides a thematic overview and offers a catalogue of interpretive strategies for developers and property owners to incorporate into new development in order to sustain and grow the area's cultural heritage into its built fabric.

Transportation

The transportation analysis conducted to review the impacts of future development proposed in the Plan found that there are limited impacts to most intersections due to the existing and expanded street grid that helps to facilitate multimodal connectivity. With an interconnected grid of streets, the high level of service found today will continue with the projected build-out. Future study will be focused on mitigation measures for the intersection at Washington Street and Slater's Lane, and surrounding area, for those who walk, bike, take transit, and drive. The Plan also recommends improvements to the circulation network by extending the street grid with a new east-west street connecting the former power plant site to East and West Abingdon Drives.

Additionally, the Plan recommends the conversion of Montgomery Street to two-way operation to provide additional access to this retail street as designated in the Plan. The traffic study found that this conversion is feasible and with mitigation of the intersection at Washington Street. Loading zones on Montgomery Street were also suggested through the planning process and can be accomplished both today as well as through the future two-way street. (see Figure 7)

Some concern has been raised about traffic access for the redevelopment that will occur on the former power plant site. As with other major redevelopment sites, the future DSUP will require a new traffic analysis and sequencing of approvals to coordinate with the provision of infrastructure improvements. In addition, as part of the future CDD approval for the site, the amount of development will be tied to infrastructure improvements similar to what has been required for North Potomac Yard and Beauregard.

Concern was also raised about a potential enhanced bicycle facility on Madison Street. This improvement is recommended in the Bicycle and Pedestrian chapter of the Transportation Master Plan. The type of bicycle accommodations and its specific design, location and configuration will be addressed through a future community outreach process with the neighborhood, as is done with Complete Streets projects.

It is important to note that the transportation strategy for Old Town North also plays a key role in addressing the sustainability objectives of the Plan. Designing streets that prioritize the pedestrian with ample access to transit and cycling reduces traffic congestion, improves air quality and contributes to the positive public realm. The Plan recommends a local transit circulator route, consistent with the Transportation Master Plan, linking Old Town North to the King Street and Braddock Road Metrorail stations. In addition, the Plan recommends a new local transit route to connect the former Power Plant site and Old Town North to the future Potomac Yard Metrorail station, and areas to the south. The Plan also encourages more efficient use of existing parking through shared parking and car sharing strategies.

Throughout the planning process, there was a desire to maintain flexibility in the Plan to accommodate future changes in transportation. Emerging trends reflect more people are working from home, have flexible hours that may alleviate commuter traffic, and demonstrate an increasing potential role of autonomous vehicles and emerging technologies. As development projects are proposed for Old Town North in the coming years, further study of these trends and strategies will be incorporated with the traffic analysis for each project.

Environmental Sustainability

The Plan builds on the City's commitment to sustainable and livable communities. The Plan focuses environmental sustainability and performance recommendations on the former power plant site by requiring that the site be LEED-ND Silver, submit an Environmental Sustainability Master Plan as part of its development special use permit (DSUP) applications, and strive for carbon neutrality by 2040, all of which place the site above and beyond current requirements. This is important because the power plant site represents approximately 85% of all new planned development in Old Town North.

Along with other development sites in the Plan area, once implemented, these strategies will support sewer and stormwater management, efficient energy use including renewable energy, and clean air and soil. The importance of sustainability lies in a comprehensive approach of integrating design, land use, transportation, energy, green building and water quality. Old Town North's sustainability focus will be enhanced by an urbanism that will provide and integrate open spaces and restored natural ecosystems into the neighborhood in unique, sustainable ways, built around the principles of a productive, mixed-use, socially active, and walkable community.

Old Town North falls within an area of the City that continues to have a Combined Sewer System (CSS) (see Figure 8). Significant analysis as part of the planning effort revealed that redevelopment will result in an increase in the amount of sanitary sewage generated. As a result, the Plan establishes three key strategies to mitigate the impacts of combined sewer overflows with new development, including requiring sewer separation, providing green infrastructure to reduce stormwater volume, and requiring contributions for off-site improvements.

All redevelopment within the Plan area will be required to comply with the City's green building policy in effect at the time of the development application. Rather than establishing new City policy in Small Area Plans, it is important that this policy be applied consistently across the City. With this policy scheduled to be reviewed and updated in FY 2018-19, it is likely that projects will be required to achieve a higher level of certification than is required currently. Regardless of when the City's policy is updated, LEED certification levels continue to become more stringent over time.

Student Generation

The Plan provides an estimate of potential student generation at full build-out. Assuming that the area remains at its current student generation rate, 25 additional students could potentially live in the new development at full build-out. If there is a future shift in the demographic composition of the neighborhood that encourages an influx of families with children enrolled in ACPS, the new development could yield as many as 115 students. Based on the projected number of students for Old Town North, an additional school facility is not recommended by the Plan. Detailed information on generation rates and demographics in Old Town North can be found in Appendix A.3.

III. OLD TOWN NORTH ADVISORY GROUP AND COMMUNITY PARTICIPATION

In June 2015, City Council established a 21-member Old Town North Small Area Plan Advisory Group representing different stakeholders in the plan area. Together, the community, Advisory Group, and City staff worked to build on the recommendations of the 1992 Plan while establishing a framework for future planning and development in the area that addresses the emerging needs of the community.

The planning process was guided by the City's civic engagement policy established during the What's Next Alexandria initiative, and featured a combination of Advisory Group meetings,

community charrettes, neighborhood walking tours, and presentations to neighborhood civic associations and City Boards and Commissions, as well as work sessions with the Planning Commission and City Council.

Beginning with an intensive 5-day charrette, the Advisory Group and community established core Plan principles related to land use and design, economic development, affordable housing, building heights, open space and connectivity, and sustainability. Over the course of the planning process, highlighted in the later phase by a 3-day charrette, recommendations were refined and standards were developed to reinforce the concepts. The Advisory Group unanimously supported the Plan and Design Standards, as described in their attached letter of endorsement.

Advisory Group and community input was recorded and posted online, and addressed in the Plan where applicable. As refinements were being made to the working and final drafts, some comments were incorporated in whole or in part and others were not. Attached is a compiled list of comments and how they were or were not addressed. The Plan was supported by a number of Boards and Commissions, as demonstrated in the letters attached.

IV. IMPLEMENTATION

The Planning Commission will oversee and advice on implementation of the Plan as carried out by City staff from various departments. The Commission's knowledge and skill set regarding planning efforts will ensure that the Plan's vision is maintained and that there is a public forum for implementation. A more detailed implementation plan identifying specific roles and responsibilities will be developed and shared after the Plan approval. Implementation updates and refinements will be provided to the Planning Commission at regular intervals for review and guidance.

The Urban Design Advisory Committee (UDAC) serving Old Town North will continue to provide comment and guidance to applicants and staff on development proposals for the area to ensure compliance with the Old Town North Urban Design Guidelines and Standards.

The Plan identifies tasks that along with existing policies ensure the successful implementation of the plan's recommendations. The implementation tasks are identified as short, mid, and long-term, recognizing that there are some tasks achievable in the near future that will enable subsequent tasks and development to occur in accordance with the Plan (see Figure 9). Other tasks are more complex requiring extensive coordination, and/or will be subject to market forces and actions of private developers. To augment implementation efforts, the Plan recommends exploring the establishment of a management entity, such as a business improvement district, to coordinate activities and programming in the Retail/Art and Cultural Areas and Corridors.

Some improvements recommended by the Plan are those that are typically required as part of any development special use permit (DSUP) process. These generally include elements related to streetscape, enhanced urban design, high-quality architecture, stormwater and enhanced sustainability measures, and affordable housing. Additional improvements or developer contributions may also be identified to mitigate a given project's impacts of new development.

Developer contributions are typically provided where the required ground level open space, streetscape improvements, tree canopy and/or combined sewer/stormwater infrastructure requirements cannot be provided onsite.

One short-term implementation task will be to establish three dedicated funds for plan area improvements: Streetscape Fund, Open Space Fund, and Combined Sewer/Stormwater Infrastructure Fund. Contributions to these funds will be determined as part of the development review process for each site.

V. STAFF RECOMMENDATION

Staff recommends that the Planning Commission, on its own motion, initiate an amendment to the Old Town North Small Area Plan Chapter of the Master Plan, and adopt Resolution MPA 2017-0002, which recommends approval of an amendment to the Master Plan to replace the Old Town North Small Area Plan Chapter adopted in 1992 with the Updated Small Area Plan, including the Old Town North Urban Design Standards and Guidelines.

Attachments:

1. [Old Town North Small Area Plan](https://www.alexandriava.gov/Planning) (<https://www.alexandriava.gov/Planning>)
2. [Old Town North Urban Design Standards and Guidelines](https://www.alexandriava.gov/Planning) (<https://www.alexandriava.gov/Planning>)
3. Master Plan Amendment Resolution
4. Memo to Planning Commission with suggested revisions from staff
5. Old Town North Small Area Plan Summary
6. Advisory Group/ Public Comments with Responses
7. Revisions on Preliminary Draft Plan
8. Letter from Old Town North Advisory Group
9. Additional Correspondence Received

Figure 1



Figure 2

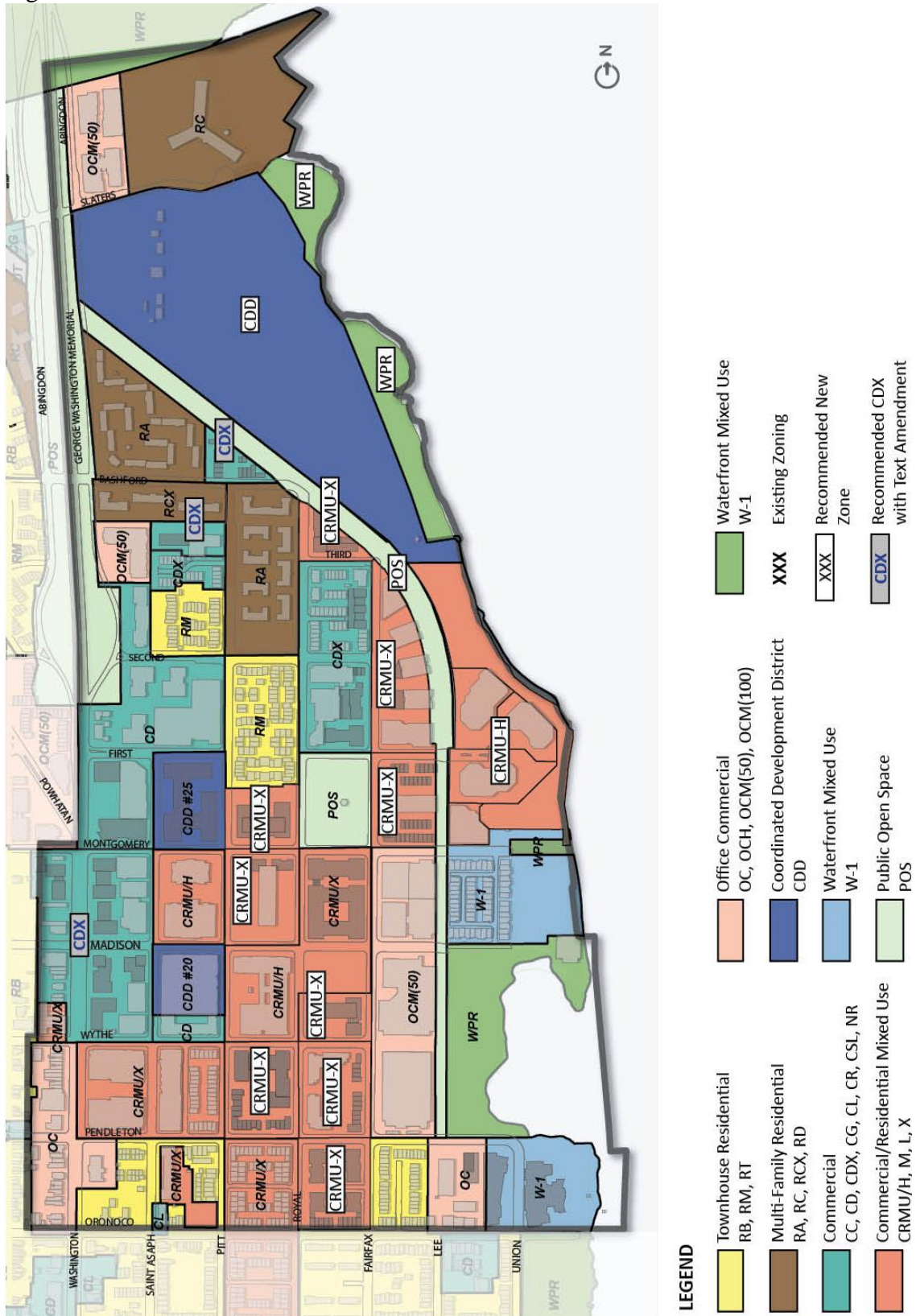


Figure 3

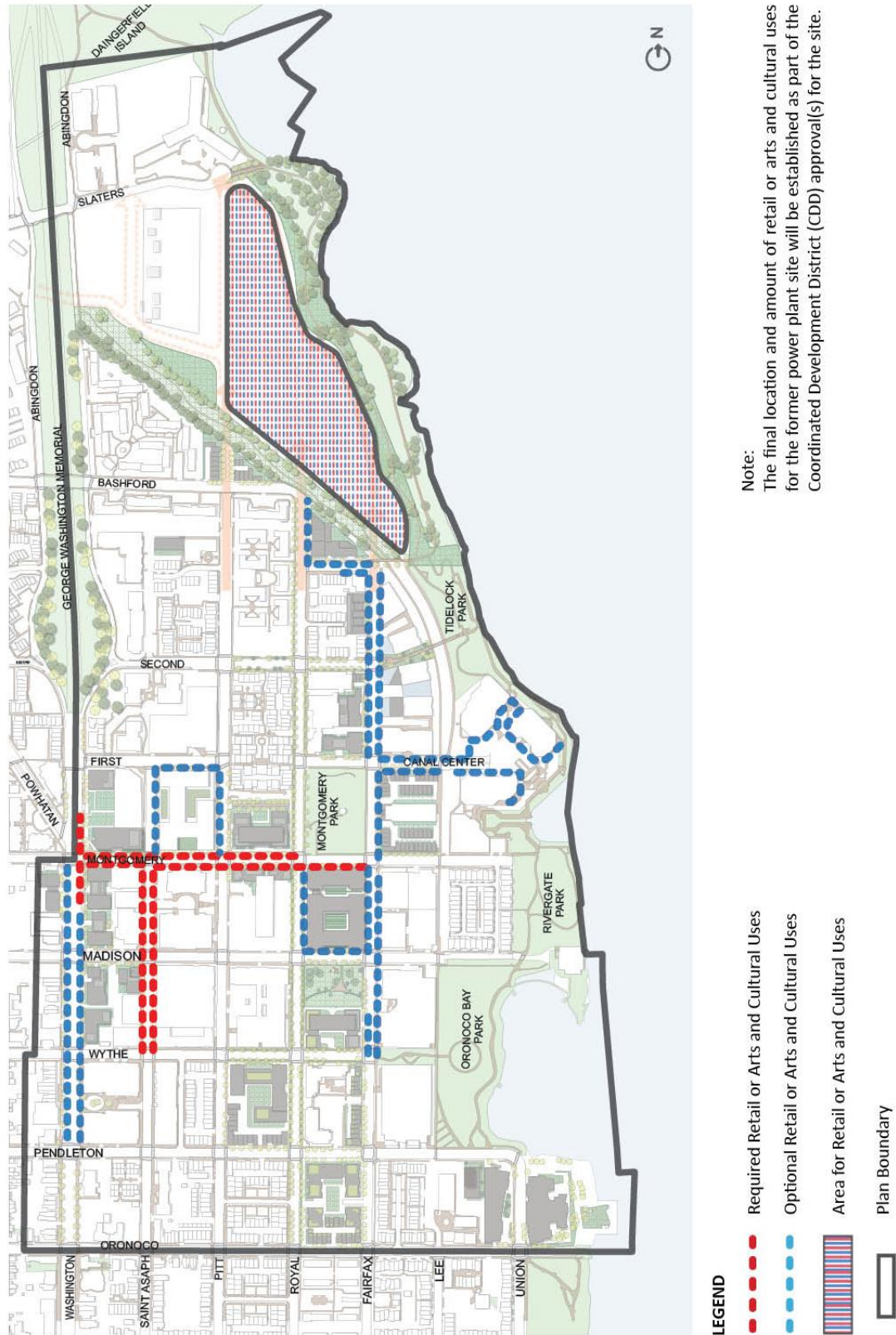
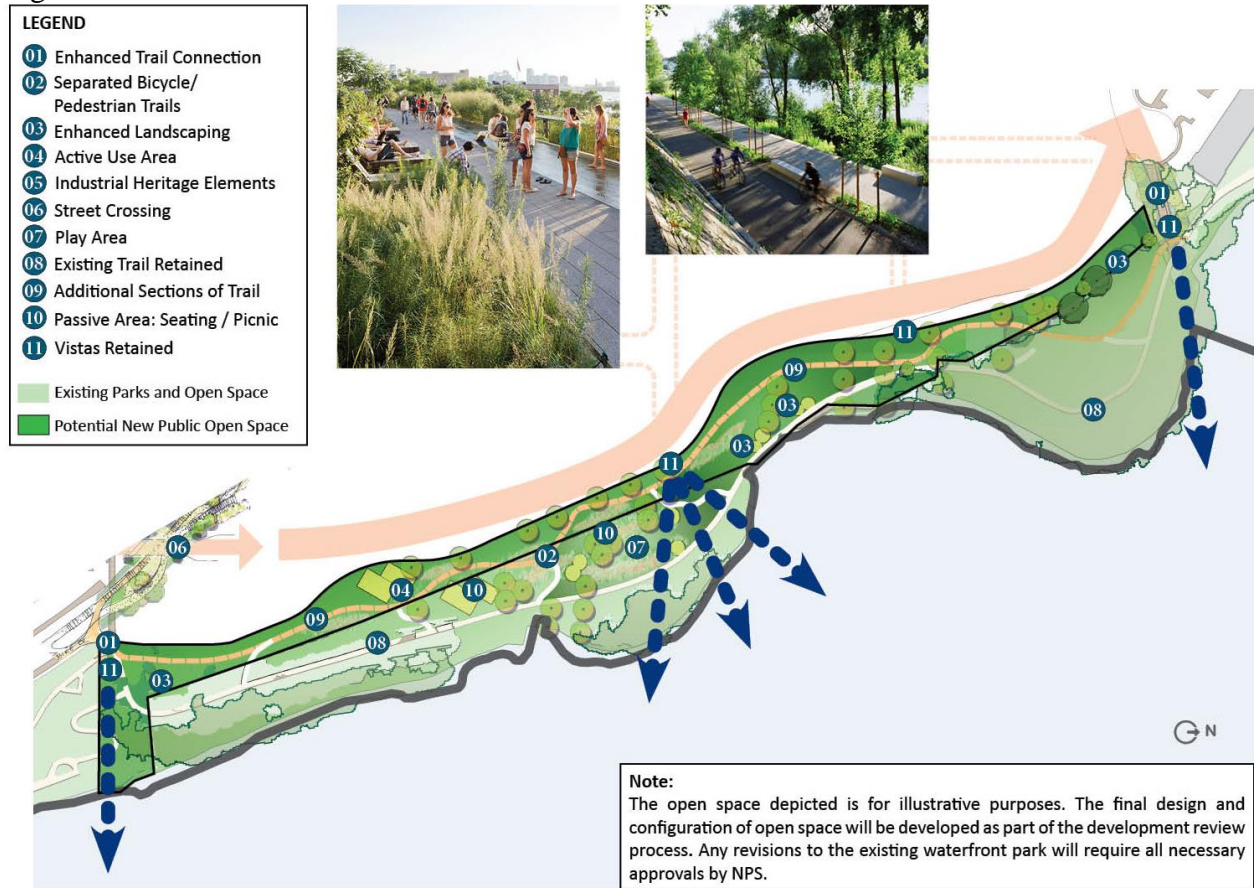


Figure 4



Note:

The open space depicted is for illustrative purposes. The final design and configuration of open space will be developed as part of the development review process.

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Figure 5



Figure 6

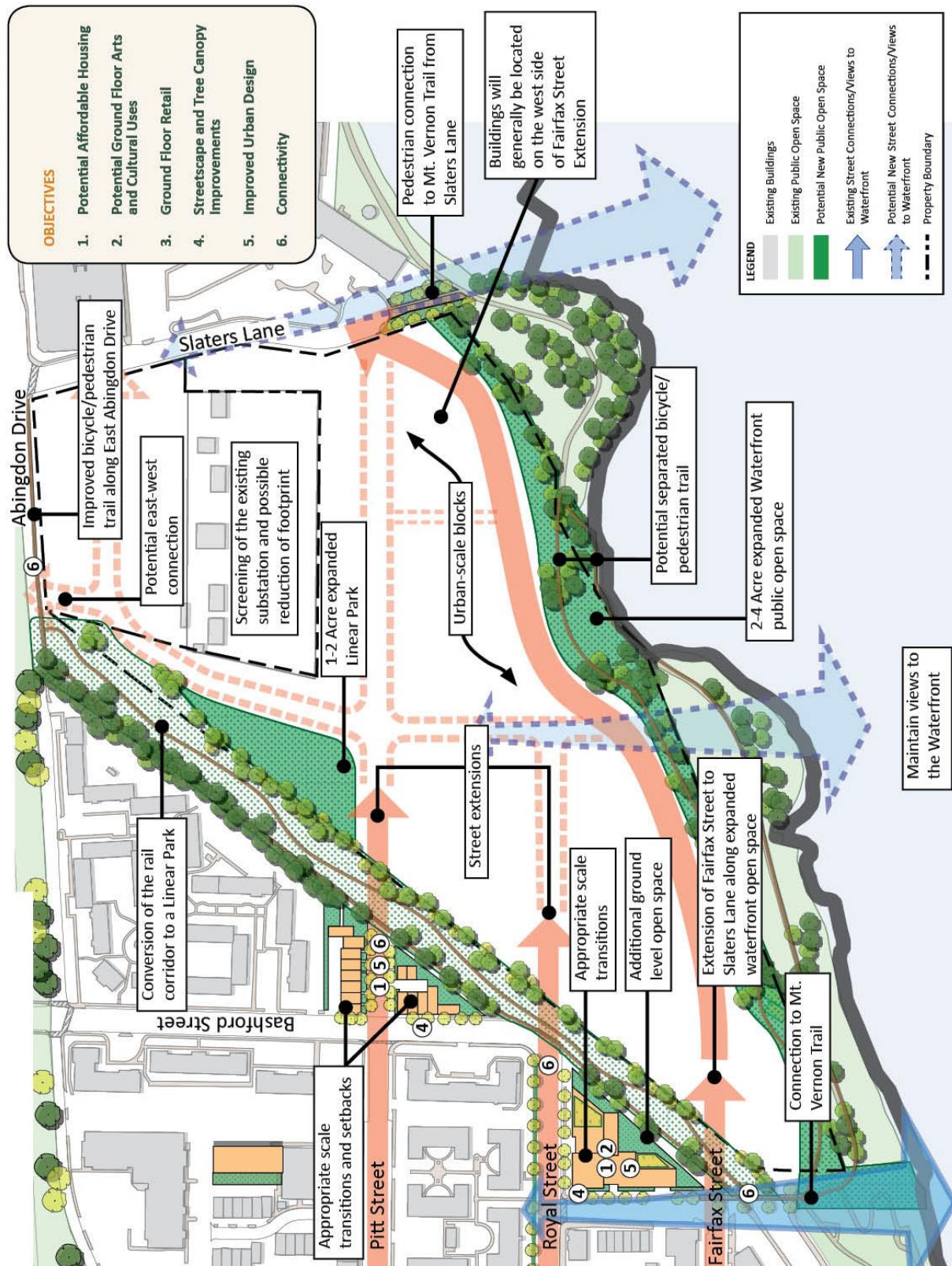


Figure 7

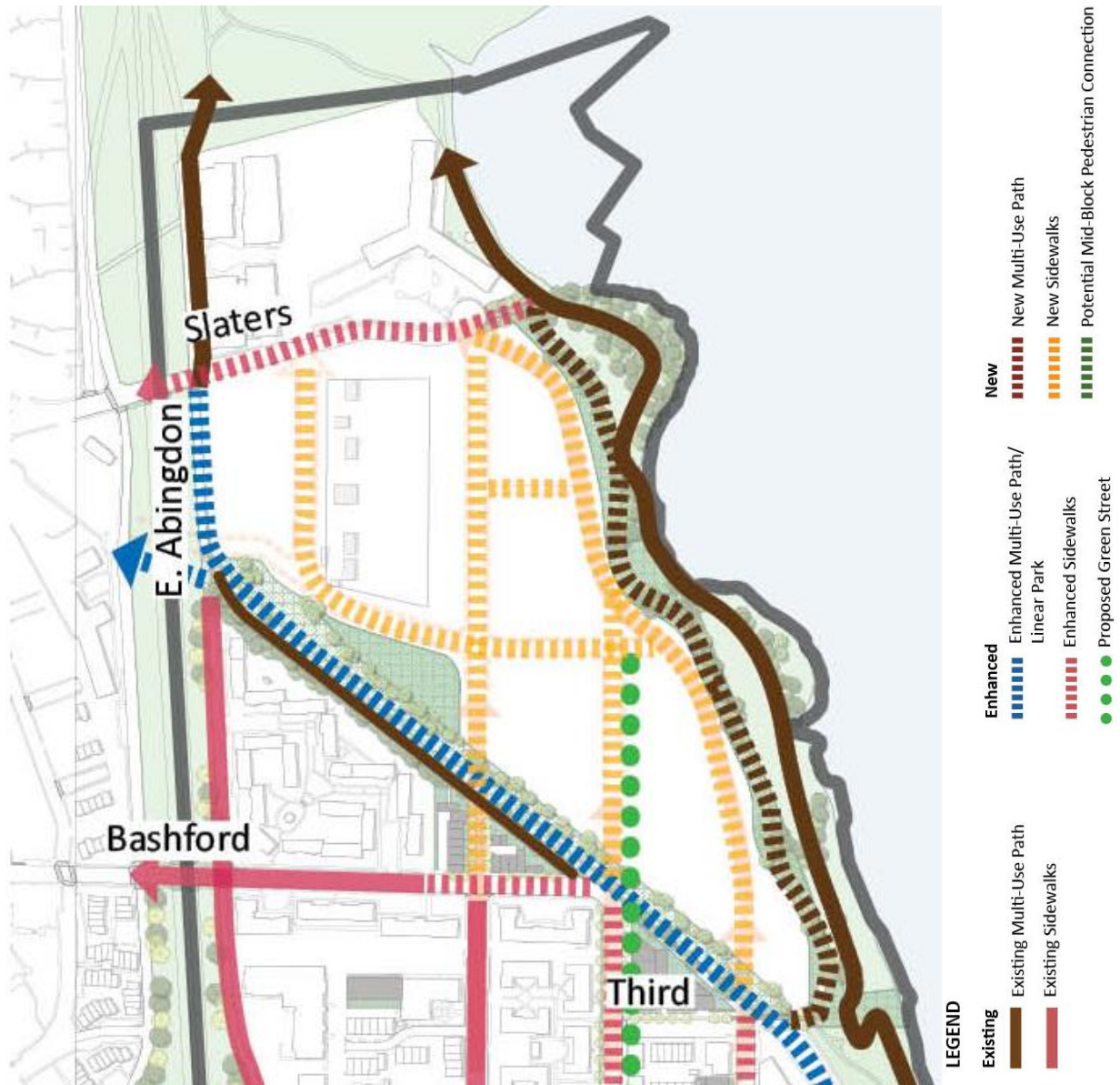


Figure 8

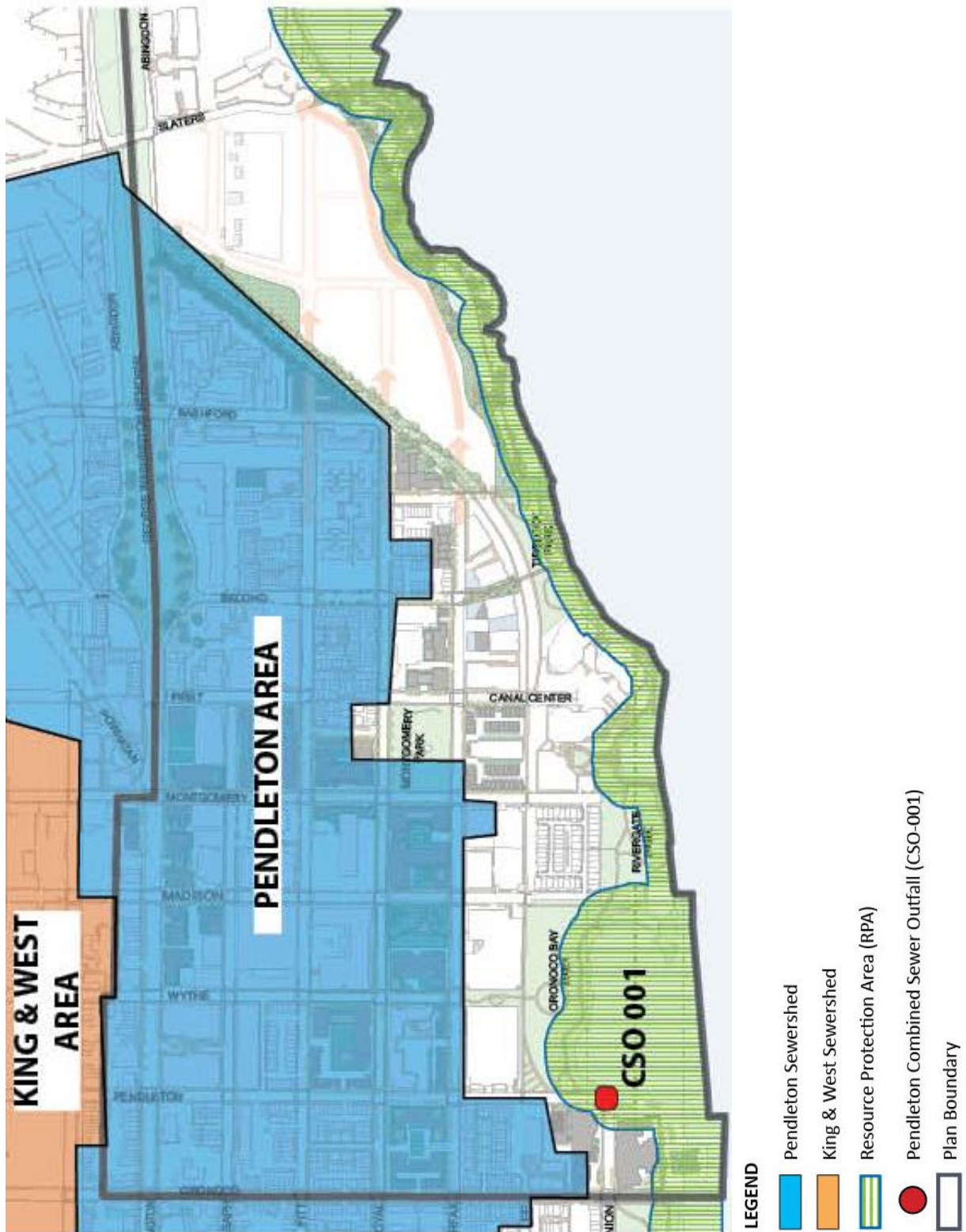


Figure 9

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
A. Establishment of OTN Developer Contributions and Funds								
1	Establish developer contributions to implement the Plan improvements based on amount of impacts.	x					City	4.4.16
2	Establish all necessary funds such as: a. Streetscape/Tree Canopy Fund b. Open Space Fund c. Combined Sewer/Stormwater Infrastructure Fund, if necessary	x					City	4.4.16
B. Land Use and Economic Development								
3	Coordinate with the former power plant site property owner(s) to attract innovation anchor/uses that build on the intent and recommendations of the Plan.	x	x			x	City	2.5.6
4	Explore the feasibility of a Business Improvement District (BID) or comparable entity to manage the implementation of the Retail Corridors and Arts District.		x				Developer/City	2.5.11
5	Zoning Ordinance change(s) to establish an Art District as permitted through Code of Virginia Section 15.2-1129.1, allowing for the implementation of additional floor area as outlined in the Plan.	x					City	2.5.14
6	Rezone designated redevelopment sites to facilitate adopted Plan objectives.				x		Developer	2.5.15-21

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
IMPLEMENTATION TASKS								
7	Amend the Old Town North Urban Overlay District to reflect the Plan recommendations for the Retail/Art and Cultural Areas and Corridors	x					City	2.5.16
8	Implement streetscape improvements consistent with Plan recommendations.				x	x	City/Developer	2.5.22-24; 4.4.13-15
C. Housing								
9	Implement an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance	x						3.4.2
10	Prioritize the goal of one-for-one, on-site replacement of Resolution 830 units within the plan area				x	x	City/Developer	3.4.4
C. Open Space and Recreation								
11	Explore the possibility of utilizing the Alexandria House Park for public art such as a sculpture garden.	x					City, Alex House	4.4.2
12	Obtain the necessary approvals from Norfolk Southern for railbanking to convert the rail corridor to a linear park as depicted in the Plan.	x					City	4.4.7
13	Pursue abandonment of the rail corridor from Norfolk Southern for permanent use as a linear park.		x				City	4.4.7

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Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS	Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number	
							Chapter- # . # . #	Rec. # Section
14		x	x			Developer/City	4.4.7	
15		x	x		x	City/Developer	4.4.8-11	
16				x	x	Developer	4.4.12	
17				x		City	4.4.19	
18	x			x		City	4.4.20	
D. Transportation								
19				x	x	Developer	5.9.1-4	
20	x	x				City	5.9.5-9	

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Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS	Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number	
							Chapter # . # . #	Rec. # Section
21		x	x			City	5.9.10	
22				x	x	City/ Developer/ Property Owner	5.9.15	
23		x	x		x	City/Developer	5.9.16	
24	x					City	5.9.17	
25						Developer	5.9.18	
26				x	x	Developer	5.9.21	

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Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
27	Establish requirements for phasing and sequencing of streets and infrastructure as part of the Coordinated Development District (CDD) special use permit approval(s) for the former power plant site.	x	x				City	5.9.21
28	Truck loading and deliveries comprehensive approach				x		Developer	5.9.22
29	Incorporate shared parking strategies.				x	x	City/Developer	5.9.23-24
30	Explore parking restrictions along retail corridors along with advanced wayfinding and parking management systems.	x	x		x		City	5.9.25
E. Infrastructure and Sustainability								
31	Provide all necessary sanitary sewer and stormwater management improvements to address the combined sewer outfall (CSO) as development occurs.				x	x	Developer	6.3.1
32	Establish a strategy to design and implement a combined sewer storage facility(ies) within the plan area.		x	x			City	6.3.1
33	Identify all remediation measures for the former power plant site as part of the Coordinated Development District (CDD) special use permit approval.	x	x			x	City/Developer	6.3.11

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Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short- term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number Chapter Rec. # # . # . # Section
34	Implement Green Building and Energy Use measures recommended by the Plan				x	x	Developer	6.3.13-15
F. Historic Resources								
35	Use the Historic Interpretation Guide as part of the development review process to incorporate historic inter- pretation in the plan area.				x	x	Developer	7.4.1-2
G. Other								
36	Provide a report to the Planning Com- mission on the status of implementa- tion of the Plan.				x		City	

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).